

SAILING DIRECTIONS CORRECTIONS

PUB 160 **2 Ed 2002** **LAST NM 11/03**

Page 88—Lines 38 to 47/R; read:

Rescue Operations (SAR) in the Indian Search and Rescue Region (ISRR), which consists of the waters adjoining the Indian coast within the limits defined by the following;

- a. 21°00'N, 68°15'E.
- b. 12°00'N, 63°00'E.
- c. 12°00'N, 60°00'E.
- d. 6°00'S, 60°00'E.
- e. 6°00'S, 68°00'E.
- f. 0°00', 68°00'E.
- g. 8°00'N, 73°00'E.
- h. 6°10'N, 78°00'E.
- i. 10°00'N, 80°00'E.
- j. 10°00'N, 82°00'E.
- k. 6°00'N, 92°00'E.
- l. 6°00'N, 97°32'E.

Ship Reporting System—INSPIRES

(BA NM 13/03, Section VI; BA NP 285)

19/03

Page 90—Line 13/L; insert after:

Ship Reporting System—INDSAR

The India Ship Reporting System for SAR (INDSAR) is a voluntary system designed to contribute to the safety of life at sea. It is designed to be used by foreign-flag vessels over 300 gross tons operating or transiting in the Indian Search and Rescue Region (ISRR). The limits of the ISRR are listed above. The objective of INDSAR is to contribute to the safety of life at sea by:

1. Limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out.
2. Limiting the search area for a rescue action.
3. Providing up-to-date information on shipping resources available in the area in the event of a SAR incident.

INDSAR is supplementary to INSPIRES and is an advanced computerized system operated and maintained by the Indian Coast Guard through the Maritime Rescue Coordination Center in Mumbai. Participation in INDSAR is voluntary and vessels will not incur any charges, if the INDSAR report is sent to MRCC Mumbai through Inmarsat C using code 43, or additional responsibilities other than those that already exist under SOLAS 74 and SAR 79.

The efficiency of INDSAR depends on the number of vessels regularly participating in the system. The more vessels maintained in the computerized plot, the greater the chance that a vessel will be identified near the position of distress. Since INDSAR will identify the most suitable vessel(s) to respond to a vessel in distress, MRCC Mumbai can release other vessels to continue their voyage.

The following actions are taken during a vessel's participation in INDSAR:

1. Upon departure from an Indian port or upon entering the ISRR area from overseas, masters are required to

send a Sailing Plan (SP) or an Entry Report (ENR) to MRCC Mumbai by Inmarsat C on code 43.

2. A computerized plot of the vessel's position will be maintained by the Indian Coast Guard through MRCC Mumbai.

3. Masters are required to send a Position Report (PR) each day at a convenient time chosen by the vessel. The maximum time between any two reports is not to exceed 24 hours. All dates and times in INDSAR reports are to be in UTC.

4. A Final Report (FR) or an Exit Report (EXR) is to be sent on arrival at the destination or on departure from the INDSAR area.

There are six types of messages, each containing a selection of the items listed in the Message Format in the accompanying table, as follows:

1. **Sailing Plan (SP).**—This report contains the complete routing information for the vessel and should be sent a few hours before departure, upon departure, or within a few hours after departure from a port within the limits of the ISRR. It must contain enough information to predict the vessel's actual position within 25 miles at any time during the voyage.

2. **Entry Report (ENR).**—This report contains the complete routing information for the vessel and should be sent a few hours before entry, upon entry, or within a few hours after entry into the limits of the ISRR from overseas. It must contain enough information to predict the vessel's actual position within 25 miles at any time during the voyage.

3. **Position Report (PR).**—This report should be sent within 24 hours of departing a port within the limits of the ISRR or when entering the limits of the ISRR from overseas; it should then be sent at least once every 24 hours thereafter. The destination should be included, at least in the first few reports, in case INDSAR has not received the SP or ENR information.

4. **Deviation Report (DR).**—This report should be sent whenever any voyage information changes which could affect INDSAR's ability to accurately predict the vessel's position. Changes in course and speed due to weather, change in destination, diverting to evacuate a sick or injured crewman, diverting to assist another vessel, or any other deviation from the original SP or ENR should be reported as soon as possible.

5. **Final Report (FR).**—This report should be sent upon arrival at the port of destination. This report terminates the vessel's voyage in the INDSAR computer.

6. **Exit Report (EXR).**—This report should be sent upon exiting the ISRR. This report terminates the vessel's voyage in the INDSAR computer.

If the vessel is unable to pass a PR, FR, or EXR through normal methods, the vessel should attempt to pass the message through another vessel, through a harbor authority, or through another shore authority, as appropriate.

(BA NM 13/03, Section VI; BA NP 285)

19/03

Page 90—Line 13/L; insert after:

New table titled **INDSAR Message Format** from back of

this Subsection.
(BA NM 13/03, Section VI)

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INDSAR Message Format							
Identifier	Content	SP	ENR	PR	DR	FR	EXR
A/	Vessel's name/Call sign//	X	X	X	X	X	X
B/	Time (UT (GMT))//—(date and time of report 6 digits, day of month 2 digits, and hour and minutes is a 4 digits)	X	X	X	X		
C/	Lat/Long//—(latitude is 4-digit group in degrees and minutes with N or S; longitude is 4-digit group in degrees and minutes E)		X	X	X		
E/	Course//—(true heading is a 3-digit group)	X	X	X	X		
F/	Speed//—(knots and tenths of knots e.g. 15.5=15.5)	X	X	X	X		
G/	Port of departure// (name of last port of call)	X	X				
I/	Destination/ETA//—(port and ETA as expressed in B)	X	X	R	X ¹		X
K/	Time/point of exit from system//—(time as expressed in B; position as expressed in C)					X	
L/	Route//—(position of each turn point should be given as expressed in C, together with type of intended track between e. g. RL=Rhumb Line, GC=Great Circle or Coast {in this case ETA of passing significant points expressed as expressed in B should be given})	O	O		X ²		
M/	Radio communications//—(state full name of stations and frequencies guarded)	X	X	O	O		
T/	Vessel's agent//—(name and particulars)	I	I	I	I	I	I
U/	Vessel size/type//—(length, beam in meters, grt, and type)	I	I	I	I	I	I
V/	Medical personnel//—(doctor, physician's assistant, nurse, or no medic)	O	O				
W/	Number of persons on board//						
X/	Time of next report//—(time as expressed in B)	O	O	O	O		
Z/	EOR//	X	X	X	X	X	X
Key to Symbols: X—Required information X ¹ —Required information if destination or route changes. This line is always strongly recommended, even when not required. X ² —Required information if destination or route changes. I—Must be included by all Indian vessels. Other vessels may include these items in the Sailing Plan (SP) at their discretion. O—Optional information. R—Recommended information. Note. —The International Code of Signals should be used to send messages when language problems exist.							